

APPENDIX E9: Traffic Impact Assessment



iWink Consulting

Traffic & Transport Engineering
Road Safety

**PARYS SOLAR PV FACILITY
FREE STATE PROVINCE**

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PARYS SOLAR PV FACILITY TRANSPORT IMPACT ASSESSMENT

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EXECUTIVE SUMMARY

This report serves as the Transport Impact Assessment aimed at determining the traffic impact of the proposed Parys Solar PV Project and Battery Energy Storage System (BESS) near Parys in the Free State Province. The total development will generate up to 200MW.

The project is proposed to be located within the Ngwathe Local Municipality and Fezile Dabi District Municipality of the Free State Province of South Africa. The three sites, of which the project will comprise, will respectively accommodate a solar power facility and associated support structures and facilities to allow for the generation, storage and evacuation of electricity.

One access road is respectively recommended for each development portion for the construction as well as operational phase. These access points were assessed considering sight lines, access spacing requirements and road safety aspects. It is recommended to ensure that the access points are kept clear of any vegetation and other obstructions to ensure sight lines are kept.

In general, non-motorised transportation (NMT) is a dominant mode of transportation in rural areas, with private cars and minibus/taxis being the second-most used mode of transport, followed by buses. Currently, there are no known future planned public transport facilities in the vicinity of the site. However, generally the developer of a renewable energy project will provide shuttle busses for workers during the construction phase.

The highest trip generator for the project is expected during the construction phase. The actual construction stage peak hour trips are dependent on the construction period, construction programming, material availability, component delivery, abnormal load permitting etc. The decommissioning phase is expected to generate similar trips as the construction phase. The traffic impact during the operational phase is considered negligible.

For the construction, operational and decommissioning phases, the impact expected to be generated by the vehicle trips is an increase in traffic and the associated noise, dust, and exhaust pollution. Based on the high-level screening of impacts and mitigations, the project is expected to have a negative low impact during the construction and decommissioning stages.



PARYS SOLAR PV PROJECT

1 INTRODUCTION

1.1 Project Description

Genesis Eco-Energy Developments (Pty) Ltd is proposing the development of a commercial solar power energy project, namely Parys Solar PV, and associated infrastructure as well as a BESS, on farm portions located approximately 8 kms south of the centre of Parys within the Ngwathe Local and Fezile Dabi District Municipalities of the Free State Province. The Project will consist of three separate solar PV facilities in close proximity to each other (see **Figure 1-1**). The combined capacity of the Parys Solar PV project will be up to 200 MW.

Development areas have been identified for each of the three proposed facilities. Within these identified development areas, development footprints have been defined in a manner which has considered the environmental sensitivities present on the affected property and intentionally remains outside of highly sensitive areas.

The preferred project sites are approximately 335 ha total in extent, divided into:

- The western site area ~76.28 ha;
- The central (southern) area ~112.85 ha; and
- The eastern site area ~145.39 ha.



Figure 1-1: Aerial View of Location of proposed Parys Solar PV sites

The proposed projects details are summarized in **Table 1-1**.

Table 1-1: Project information

Facility Name:	Parys Solar PV Project
Applicant:	Genesis Eco-Energy Developments (Pty) Ltd
Municipality:	Ngwathe Local Municipality Fezile Dabi District Municipality
Extent:	~335 ha
Area of PV Arrays:	Western: ~55.72 ha Central: ~79.43 ha Eastern: ~109.41 ha
Capacity:	Up to 200 MW
Number of panels:	Estimated up to 500 000 panels
Type of Technology:	Photovoltaic
Height of Panels:	~2 metres
Structure orientation:	It is assumed that the panels will either be fixed to a single-axis horizontal tracking structure where the orientation of the panel varies according to the time of the day, as the sun moves from east to west or tilted at a fixed angle equivalent to the latitude at which the site is located in order to capture the most sun.
BESS:	The main components of the BESS include the batteries, power conversion system and transformer which can all be stored in various rows of containers. There are several possible Lithium-Ion battery technologies on the market, such as Lithium Iron Phosphate or Nickel Manganese Cobalt oxides. Occupied area ~2.21 ha.
Inverter:	Sections of the PV array will be wired to inverters. The inverter is a pulse width mode inverter that converts direct current (DC) electricity to alternating current (AC) electricity at grid frequency. Cabling will comprise communication, AC and DC cables, which will be laid underground where practical. Approximately 25 inverters will be required, occupying a total area of around 3.25 ha.
Operations and Maintenance (O&M) building footprint:	Approximately 0.75 ha (expected to include gate house, ablutions, workshops, storage and warehousing areas, site offices).

Batching plant (temporary):	It is expected that gravel and sand will be stored in separate heaps whilst the cement will be contained in a silo. Alternatively, ready mix trucks can be utilized.
Construction Camp and Laydown area:	The construction camp area will be around 6.51 ha. Sewage - portable toilets and septic tanks.
Internal Roads:	Internal roads need to be provided to the site and between project components inclusive of stormwater infrastructure. As far as possible, internal roads should follow existing gravel farm roads, of which some may require widening. Further internal roads will need to be constructed with a minimum width of 5 m (preferred width of 6 m). The length of internal roads will be approximately 27 kms. Where required for turning circle/bypass areas, access or internal roads need to be up to 20 m wide to allow for larger component transport to navigate safely.
Fencing height:	~2.4 – 3 m. Type of fencing will vary between welded mesh, palisade and electric fencing.
Grid infrastructure / Substation:	Connecting the array to the electrical grid requires transformation of the voltage from 480V to 33kV to 132kV. The normal components and dimensions of a distribution rated electrical substation will be required. Output voltage from the inverter is 480V and this needs to be fed into step up transformers to 132kV. Approximately 0.57 km infrastructure is required for the 132 kV transmission line from the PV Site to existing Eskom's Parys 132/22 kV Substation. A substation will be required at each site to step the voltage up to 132kV, after which the power will be evacuated into the national grid. Area of on-site substations ~2.8 ha. Area of step-up/collector substation ~0.7 ha
Site access:	Access from the R723.

1.2 Scope and Objectives

The Transport Impact Assessment is aimed at determining the traffic impact of the proposed land development proposal and whether such development can be accommodated by the external transportation system.

The report deals with the items listed below and focuses on the surrounding road network in the vicinity of the site:

- The proposed development;
- The existing road network and any future road planning proposals;
- Trip generation for the proposed development during the construction, operation, and decommissioning phases of the facility;
- Anticipated traffic impact of the proposed development;
- Access requirements and feasibility of proposed access points;
- Determine a main route for the transportation of components to the proposed project site;
- Determine a preliminary transportation route for the transportation of materials, equipment and people to site;
- Recommend alternative or secondary routes, where possible and required;
- Assess Public Transport accessibility;
- Assess Non-motorised Transport availability; and
- Recommended high-level upgrades to the road network, if necessary.

1.3 Details of Specialist

Iris Sigrid Wink of iWink Consulting (Pty) Ltd. is the Traffic & Transportation Engineering Specialist appointed to provide a Transport Impact Assessment for the proposed Parys Solar PV Project. Iris Wink is registered with the Engineering Council of South Africa (ECSA), with Registration Number 20110156. A curriculum vitae is included in **Appendix A** of this report.

A signed Specialist Statement of Independence is included in **Appendix B**.

1.4 Terms of Reference

There is no protocol relevant to traffic impact assessments and therefore the specialist study is undertaken according to Appendix 6 of the EIA Regulations (GNR 982, as amended). A transport specialist report should contain the following:

- (a) details of-
 - (i) the specialist who prepared the report; and
 - (ii) the expertise of that specialist to compile a specialist report including a curriculum vitae;
- (b) a declaration that the specialist is independent in a form as may be specified by the competent authority;
- (c) an indication of the scope of, and the purpose for which, the report was prepared;
 - (cA) an indication of the quality and age of base data used for the specialist report
 - (cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;

-
- (d) the duration date and season of the site investigation and the relevance of the season to the outcome of the assessment;
 - (e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;
 - (f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;
 - (g) an identification of any areas to be avoided, including buffers;
 - (h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;
 - (i) a description of any assumptions made and any uncertainties or gaps in knowledge;
 - (j) a description of the findings and potential implications of such findings on the impact of the proposed activity or activities;
 - (k) any mitigation measures for inclusion in the EMPr;
 - (l) any conditions for inclusion in the environmental authorisation;
 - (m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;
 - (n) a reasoned opinion-
 - (i) whether the proposed activity, activities or portions thereof should be authorised; and (considering impacts and expected cumulative impacts).
 - (iA) regarding the acceptability of the proposed activity or activities, and
 - (ii) if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;
 - (o) a description of any consultation process that was undertaken during the course of preparing the specialist report;
 - (p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and
 - (q) any other information requested by the competent authority.

Specific:

- Extent of the transport study and study area;
- The proposed development;
- Trip generation for the facility during construction and operation;
- Traffic impact on external road network;
- Accessibility and turning requirements;
- National and local haulage routes;
- Assessment of internal roads and site access;
- Assessment of freight requirements and permitting needed for abnormal loads; and
- Traffic accommodation during construction.

2 APPROACH AND METHODOLOGY

The report deals with the traffic impact on the surrounding road network in the vicinity of the site during the:

- Construction phase;
- Operational phase; and
- Decommissioning phase.

This transport study includes the following tasks:

Project Assessment

- Communication with the project team to gain sound understanding of the projects.
- Overview of available project background information including, but not limited to, location maps, site development plans, anticipated vehicles to the site (vehicle type and volume), components to be transported and any resulting abnormal loads.
- Research of all available documentation and information relevant to the proposed facility.

Access and Internal Roads Assessment

- Assessment of the proposed access points including:
 - Feasible location of access points
 - Motorised and non-motorised access requirements
 - Queuing analysis and stacking requirements, if required
 - Access geometry
 - Sight distances and required access spacing
 - Comments on internal circulation requirements and observations

Haulage Route Assessment

- Determination of possible haulage routes to site regarding:
 - National routes
 - Local routes
 - Site access points
 - Road limitations due to abnormal loads

Traffic Estimation and Impact

- Construction, operational, and decommissioning phase vehicle trips
 - Generated vehicles trips
 - Abnormal load trips
 - Access requirements
- Investigation of the impact of the development traffic generated during construction, operation, and decommissioning.

Report (Documentation)

- Reporting on all findings and preparation of the report.

2.1 Information Sources

The following guidelines have been used to determine the extent of the traffic study:

- Project Information provided by the Client;
- Google Earth.kmz provided by the Client;
- Google Earth Pro Satellite Imagery;
- Road Traffic Act, 1996 (Act No. 93 of 1996)
- National Road Traffic Regulations, 2000
- SANS 10280/NRS 041-1:2008 - Overhead Power Lines for Conditions Prevailing in South Africa
- The Technical Recommendations for Highways (TRH 11): “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads
- Manual for Traffic Impact Studies, Department of Transport, 1995;
- TRH26 South African Road Classification and Access Management Manual, COTO; and
- TMH 16 South African Traffic Impact and Site Traffic Assessment Manual (Vol 1/Vol2), COTO, August 2012.

2.2 Assumptions, Knowledge Gaps and Limitations

The following assumptions and limitations apply:

- This study is based on the project information provided by the client as available at commencement of the Scoping Phase.
- According to the Eskom Specifications for Power Transformers (Eskom Power Series, Volume 5: Theory, Design, Maintenance and Life Management of Power Transformers), the following dimensional limitations need to be kept when transporting the transformer – total maximum height 5 000 mm, total maximum width 4 300 mm and total maximum length 10 500 mm. It is envisaged that for this project the inverter, transformer, and switchgear will be transported to site in containers on a low bed truck and trailer. The transport of a mobile crane and the transformer are the only abnormal loads envisaged. The crane will be utilised for offloading equipment, such as the transformer.
- Maximum vertical height clearances along the haulage route are 5.2 m for abnormal loads.
- If any elements are manufactured within South Africa, these will be transported from their respective manufacturing centres, which would be either in the greater Cape Town area, Johannesburg, or possibly in Pinetown/Durban.
- All haulage trips will occur on either surfaced national and provincial roads or existing gravel roads.
- Material for the construction of internal access roads will be sourced locally as far as possible.
- The final access points are to be determined during the detailed design stage. Only recommended access points at conceptual level can be given at this stage.
- Projects in the vicinity of the site to be considered as part of the EIA cumulative impacts are listed in Table 6-3.
- An 18-months construction period is assumed with some of the construction period dedicated to site prep and civil works.

2.3 Consultation Processes Undertaken

The Transport Impact Assessment is based on available project information and consultation with the developer and project team.



3 LEGISLATIVE AND PERMIT REQUIREMENTS

Key legal requirements pertaining to the transport requirements for the proposed project are:

- Abnormal load permits, (Section 81 of the National Road Traffic Act 93 of 1996 and National Road Traffic Regulations, 2000),
- Port permit (Guidelines for Agreements, Licenses and Permits in terms of the National Ports Act No. 12 of 2005), and
- Authorisation from Road Authorities to modify the road reserve to accommodate turning movements of abnormal loads at intersections.

4 DESCRIPTION OF THE PROPOSED DEVELOPMENT

4.1 General Description

The sites for the proposed Parys Solar PV Project are located approximately 8 kms south of the centre of Parys and 13 kms north-east of Vredefort within the Ngwathe Local and Fezile Dabi District Municipalities of the Free State Province (see **Figure 4-1**) and will consist of three development portions (see **Figure 4-2**).

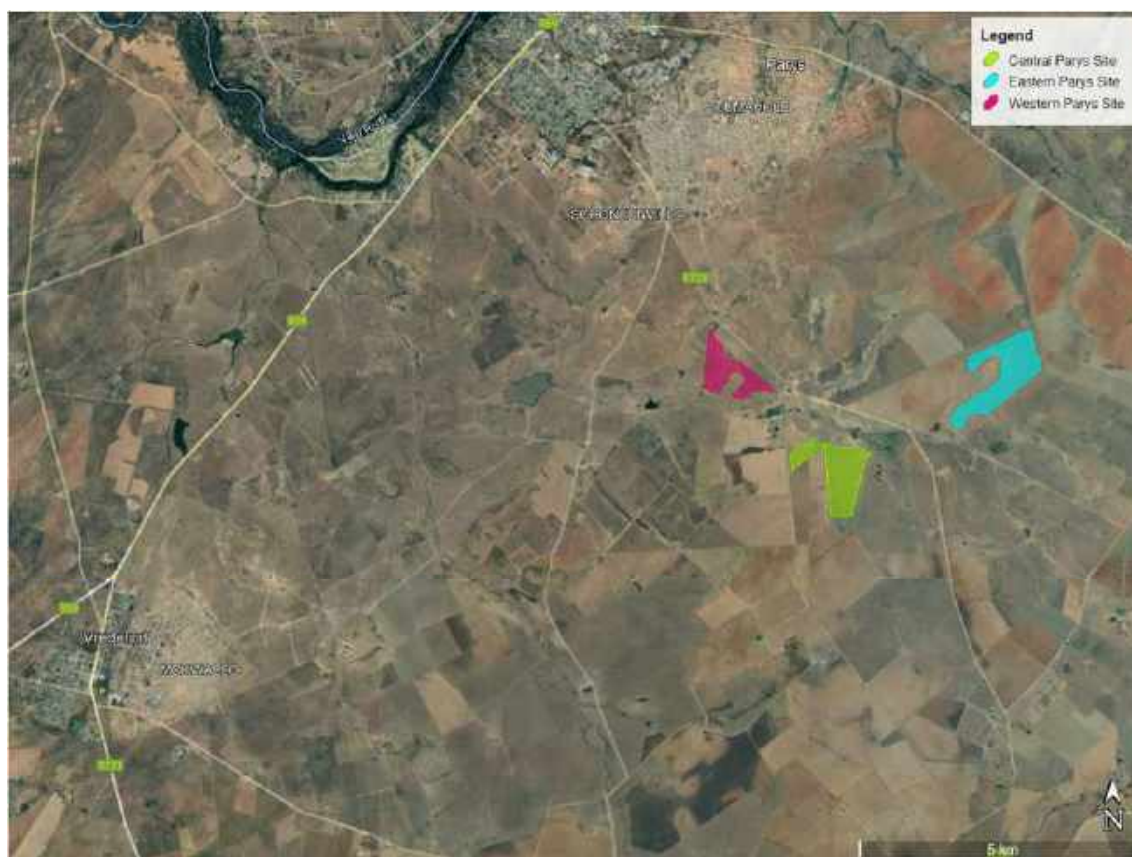


Figure 4-1: Aerial View of the location of the proposed Parys Solar PV Project

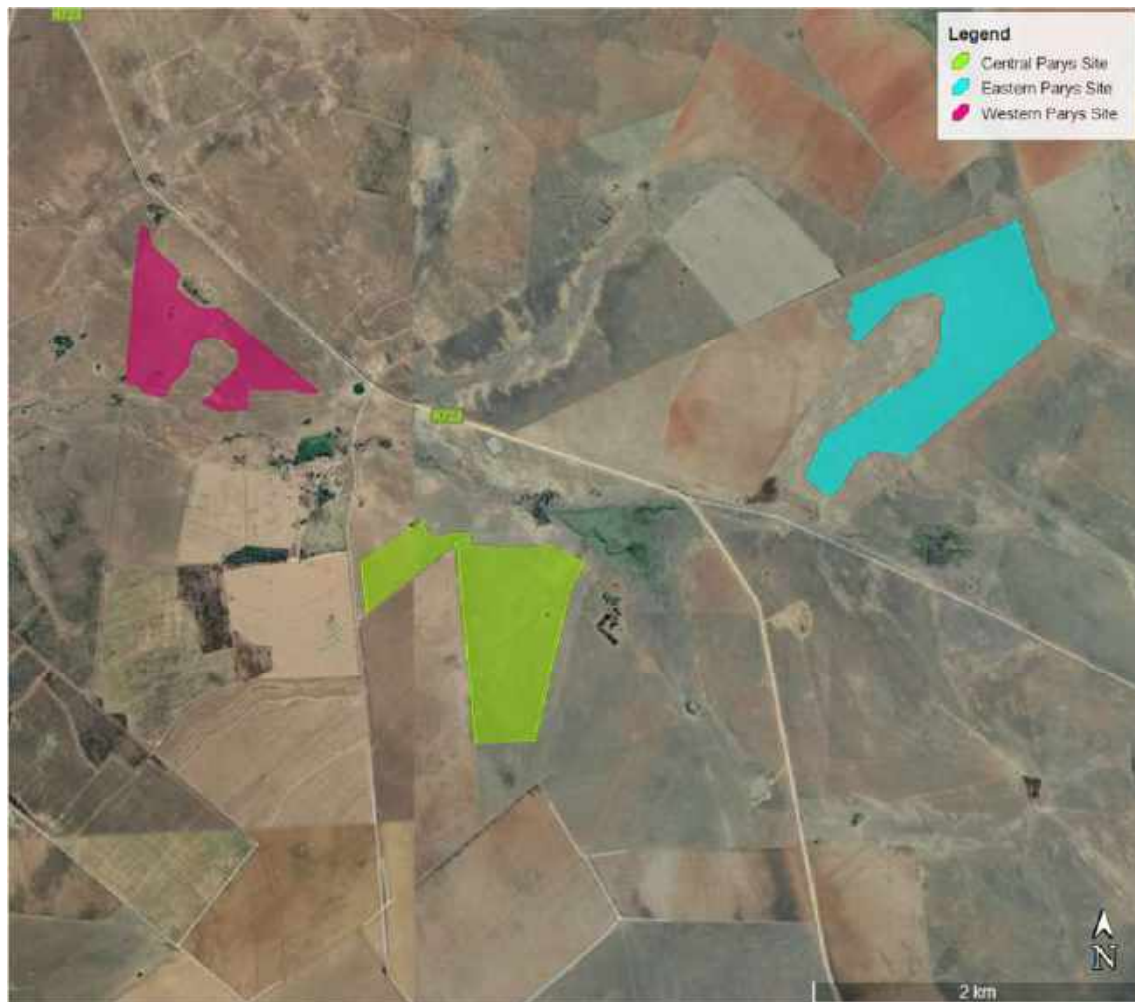


Figure 4-2: Development portions of the Parys Solar PV Project

The development footprint will contain the following infrastructure to enable the Parys Solar PV Project to generate up to 200 MW:

- PV modules and mounting structures
- Inverters and transformers
- Battery Energy Storage System (BESS)
- On-site and collector substation/s
- Site and internal access roads
- Operation and Maintenance buildings including a gate house and security building, control centre, offices, warehouses and workshops for storage and maintenance
- Temporary and permanent laydown areas

4.2 Alternatives

The Department of Environmental Affairs and Tourism (DEAT) 2006 guidelines on 'assessment of alternatives and impacts' proposes the consideration of four types of alternatives, namely, the no-go, location, activity, and design alternatives. It is, however, important to note that the regulation and guidelines specifically state that only 'feasible' and 'reasonable' alternatives should be explored. It also recognizes that the consideration of alternatives is an iterative process of feedback between the developer and EAP, which in some instances culminates in a single preferred project proposal. An initial site assessment was conducted by the developer and the farm portion was found favorable due to its proximity to grid connections, solar radiation, site access and relative flat terrain. These factors were then taken into consideration and avoided as far as possible, where required.

The following alternatives were considered in relation to the proposed activity:

Location Alternatives

The site selection process for a PV facility is almost always underpinned by a good solar resource. Other key considerations include environmental and social constraints, proximity to various planning units and strategic areas, terrain and availability of grid connection infrastructure.

Based on the above site-specific attributes, the study area is considered to be highly preferred in terms of the development of a solar PV facility. As such, no property / location alternatives will be considered.

BESS

As technological advances within battery energy storage systems (BESS) are frequent, two BESS technology alternatives can be considered: Solid state battery electrolytes and Redox-flow technology. Solid state battery electrolytes, such as lithium-ion (Li-ion), zinc hybrid cathode, sodium ion, flow (e.g., zinc iron or zinc bromine), sodium sulphur (NaS), zinc air and lead acid batteries, can be used for grid applications. Compared to other battery options, Li-ion batteries are highly efficient, have a high energy density and are lightweight. As a result of the declining costs, Li-ion technology now accounts for more than 90% of battery storage additions globally (IRENA, 2019). Flow batteries use solid electrodes and liquid electrolytes. The most used flow battery is the Vanadium Redox Flow Battery (VRFB), which is a type of rechargeable flow battery that employs vanadium ions in different oxidative states to store chemical potential energy.

Design and layout alternatives

It is customary to develop the final/detailed construction layout of the solar PV facility only once an Independent Power Producer (IPP) is awarded a successful bid under the Renewable Energy Independent Power Producer Procurement Programme (REIPPPP) or an alternative programme, after which major contracts are negotiated and final equipment suppliers identified.

For the purpose of the Environmental Impact Assessment (EIA), site layout alternatives will not be comparatively assessed, but rather a single layout will be refined as additional information becomes available throughout the EIA process (e.g., specialist input, additional site surveys, ongoing stakeholder engagement). The development area presented has been selected as a practicable option for the facility,

Technology alternatives: Solar panels

There are several types of semiconductor technologies currently available and in use for PV solar panels. Two, however, have become the most widely adopted, namely crystalline silicon (Mono-facial and Bi-facial) and thin film. The technology that (at this stage) proves more feasible and reasonable with respect to the proposed solar facility is crystalline silicon panels, due to it being non-reflective, more efficient, and with a higher durability.

Due to the rapid technological advances being made in the field of solar technology the exact type of technology to be used, such as bifacial panels, will only be confirmed at the onset of the project.

No-go alternative

This alternative considers the option of 'do nothing' and maintaining the status quo. The site is currently zoned for agricultural and mining land uses. Should the proposed activity not proceed, the site will remain unchanged and will continue to be used for agricultural purposes. The potential opportunity costs in terms of alternative land use income through rental for energy facility and the supporting social and economic development in the area would be lost if the status quo persist.

4.2.1 Specialist comment regarding alternatives

From a transport engineering perspective, the alternatives listed above (i.e., electrical infrastructure location alternatives and the technology options for the BESS) are equally acceptable as it does have a nominal impact on the traffic on the surrounding road network.

4.3 Proposed Accesses

Three access points (one for each of the three development sites (western, central and eastern) have been assessed in line with access spacing requirements, required sight lines and road safety considerations. All three sites will take access off the R723 (see **Figure 4-3**).

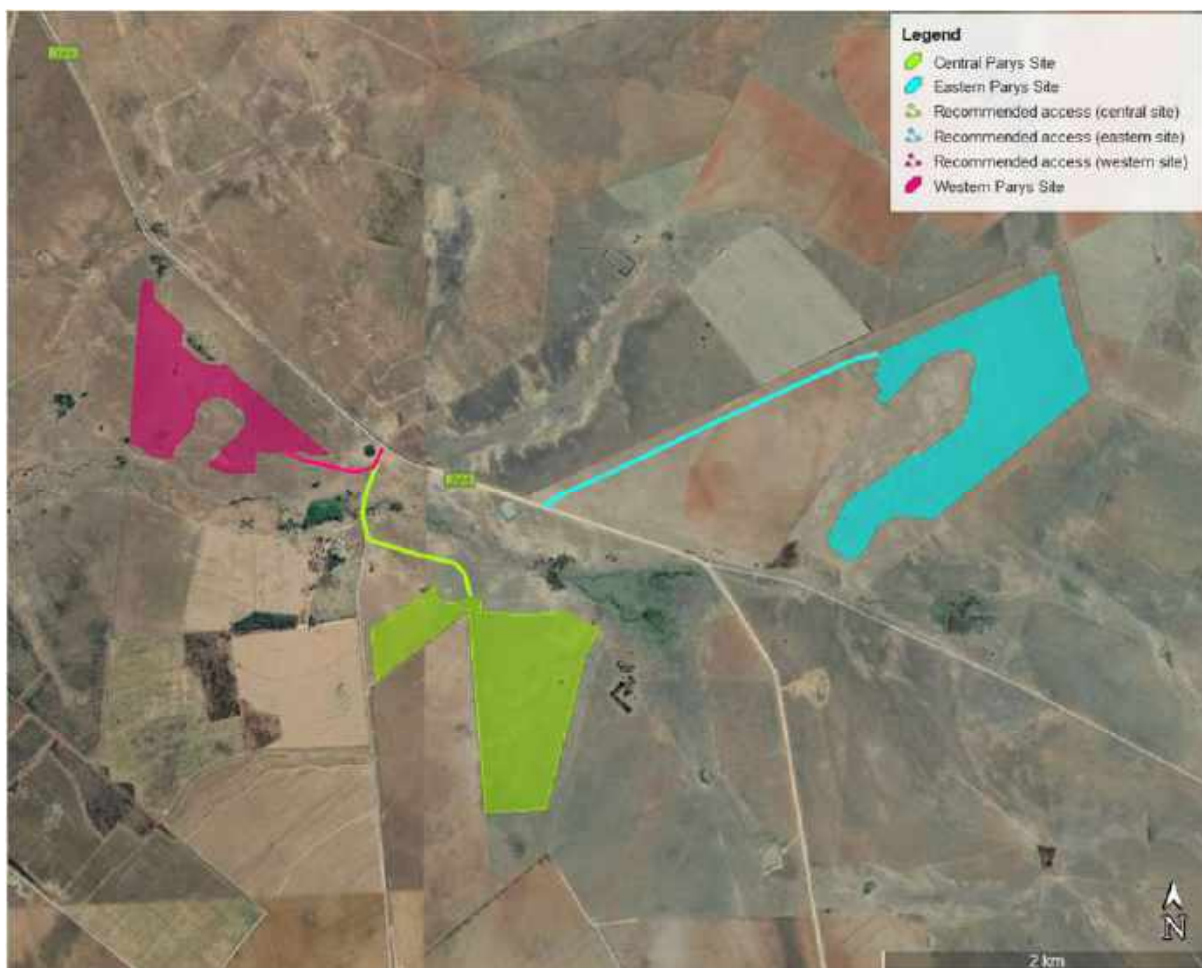


Figure 4-3: Aerial view of proposed access points and roads to proposed project sites

It is recommended that the access for the western and central sites will be shared as shown in **Figure 4-4**. Allowing for *two* separate access points in close proximity of each other may result in conflict points between construction vehicles and congestion on the R723. The exact location for the accesses will need to be determined at detail design stage. The radii at the accesses (from R723 onto gravel road and towards the western and central sites) need to be large enough to allow for all construction vehicles to turn safely.

It is further recommended that the site access to the western and the site access to the central development be security controlled during the construction phase. Any booms or security gates will need to be set back by a minimum distance of 25 metres to allow for at least one construction vehicle to stack in front of the boom without impeding on traffic on the gravel road.



Figure 4-4: Recommended access points for western and central development sites

Any sections of the R723 that may be damaged due to construction vehicles should be maintained and any vegetation reducing sight lines be cut back.

In accordance with *Figure 2.5.5(a) of the TRH17 Guidelines for the Geometric Design of Rural Roads* (see **Figure 4-5**), the shoulder sight distance for a stop-controlled condition on a road with a speed limit of 80 km/h, needs to be a minimum of 330 m for the largest vehicle (from 5m back in each direction of the road). The shoulder sight distances at the intersection of the R723 and the access road surpass this minimum requirement and are therefore acceptable (see **Figure 4-6**).

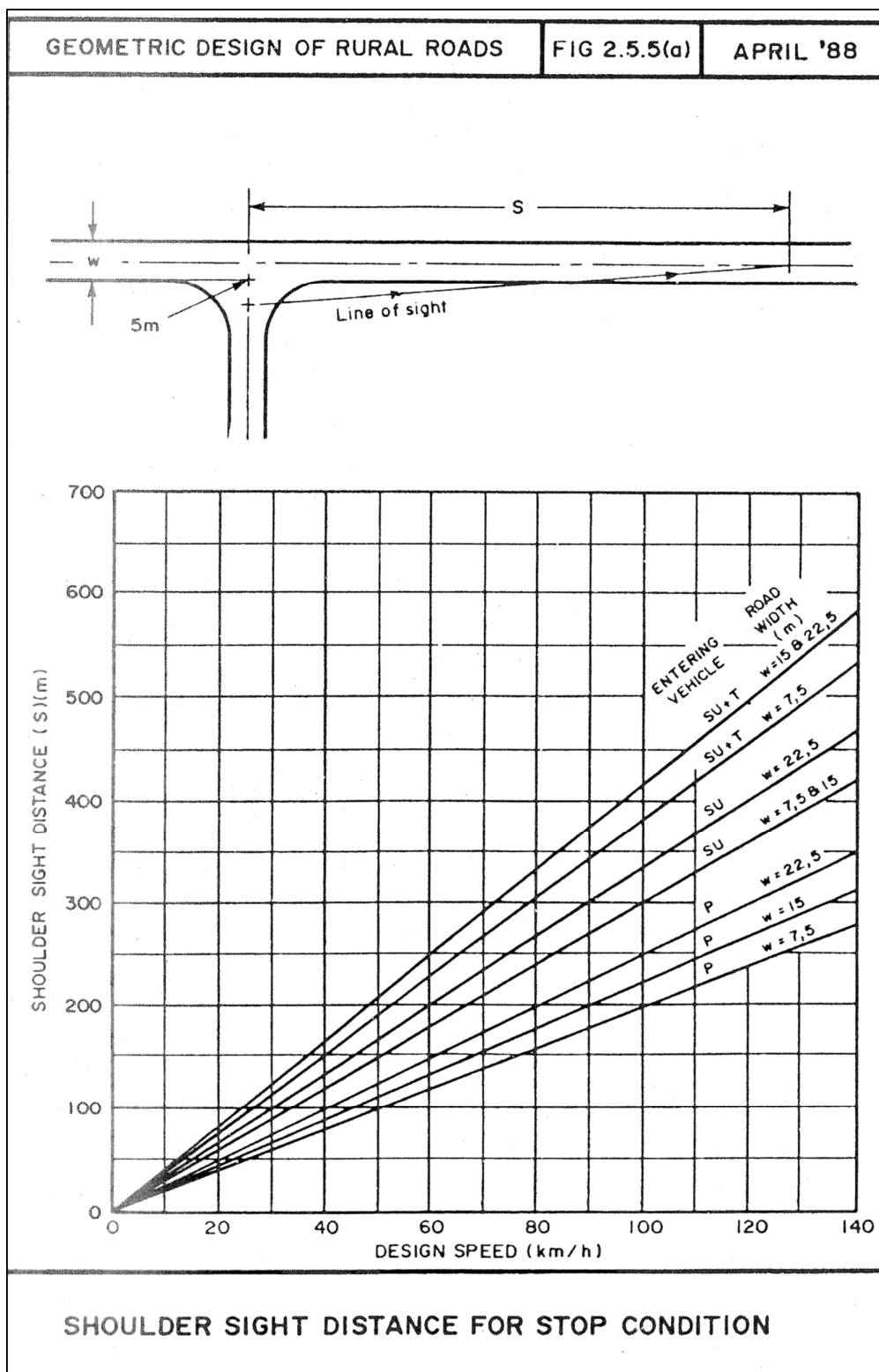


Figure 4-5: Shoulder sight distance (TRH17)



Figure 4-6: Sight lines at R723 / Access road

An access point to the Eastern site is proposed on the straight section of the R723 as shown in **Figure 4-7**. The exact location will need to be determined at detail design stage. The access point should connect with the R723 at a 90-degree angle as close as possible to ensure that drivers leaving the site have full view of the R723.

Sight distances in both directions are good (see **Figure 4-8**).

The same recommendations as provided for the western and central accesses in regard to security control and geometry apply to the eastern access as well.



Figure 4-7: Recommended access to Eastern site



Figure 4-8: Sight distances at Eastern access

4.4 Internal Roads

The geometric design and layout for the internal roads from the recommended access points need to be established at detailed design stage. Existing structures and services, such as drainage structures, signage and pipelines will need to be evaluated if impacting on the roads. It needs to be ensured that the gravel sections remain in good condition and will need to be maintained during the additional loading of the construction phase and then reinstated after construction is completed.

The geometric design constraints encountered due to the terrain should be taken into consideration by the geometric designer. Preferably, the internal roads need to be designed with smooth, relatively flat gradients (recommended to be no more than 8%) to allow a larger transport load vehicle to ascend to the respective laydown areas.

4.4.1 Transportation of Materials, Plant and People to the proposed site

It is assumed that the materials, plant, and workers will be sourced from the surrounding towns as far as possible, such as from Parys and Vredefort.

4.4.2 Public Transport and Non-Motorised Transport

In terms of the National Land Transport Act (NLTA) (Act No.5 of 2009), the assessment of available public transport services is included in this report. The following comments are relevant in respect to the public transport availability for the proposed developments.

Minibus taxis and buses frequent the R59 to the west and the N1 to the east of the Parys Solar PV Project, which are located approximately 7 kms and 6 kms from the site. However, the developer of a large-scale project, such as many renewable energy projects, will provide shuttle buses or similar for workers during the construction phase. It is therefore expected that workers will be transported to site during the construction phase.

5 DESCRIPTION OF THE TRANSPORT ROUTES TO SITE

5.1 Port of Entry

It is envisaged that the components to be imported to South Africa, will arrive either via the Port of Richards Bay or the Port of Durban, as these two ports are the closest to the site.

5.1.1 Port of Richards Bay

The Port of Richards Bay is situated on the coast of KwaZulu-Natal and is a deep-sea water port boasting 13 berths. The terminal handles dry bulk ores, minerals and break-bulk consignments with a draft that easily accommodates Cape size and Panamax vessels. The Port is operated by Transnet National Ports Authority. The Port of Richards Bay is located approximately 730 kms travel distance via the N3 and N2 from the proposed Parys Solar PV site (see **Figure 5-1**).

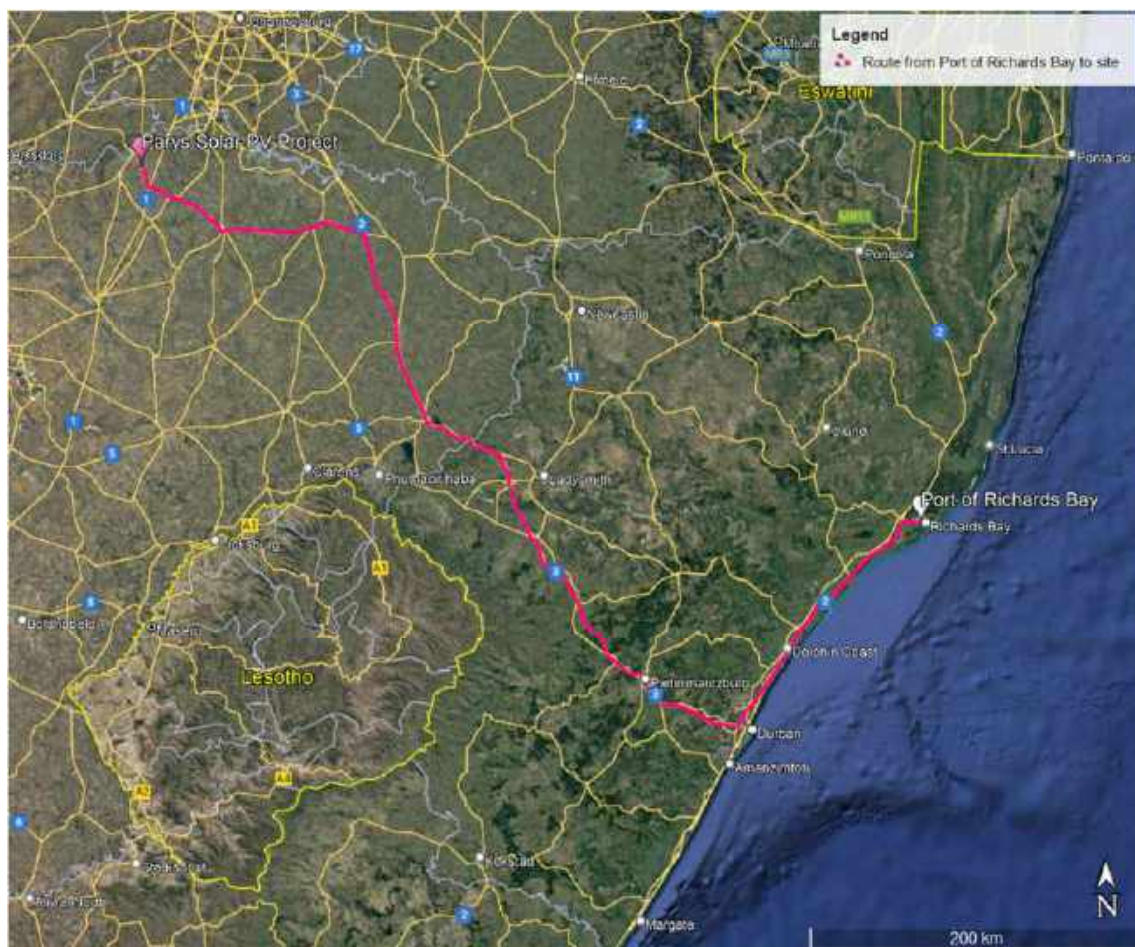


Figure 5-1: Route from Port of Richards Bay to proposed project sites

5.1.2 The Port of Durban

The Durban container terminal is one of the largest container terminals in the African continent and operates as two terminals Pier 1 and Pier 2. It is ideally located to serve as a hub for containerized cargo from the Indian Ocean Islands, Middle East, Far East and Australia. Various capacity creation

projects are currently underway, including deepening of berths and operational optimization. The terminal currently handles 65% of South Africa's container volumes. (Transnet Port Terminals, n.d).

The Port of Durban is located approximately 570 kms via the N3 from the proposed project sites (Figure 5-2).

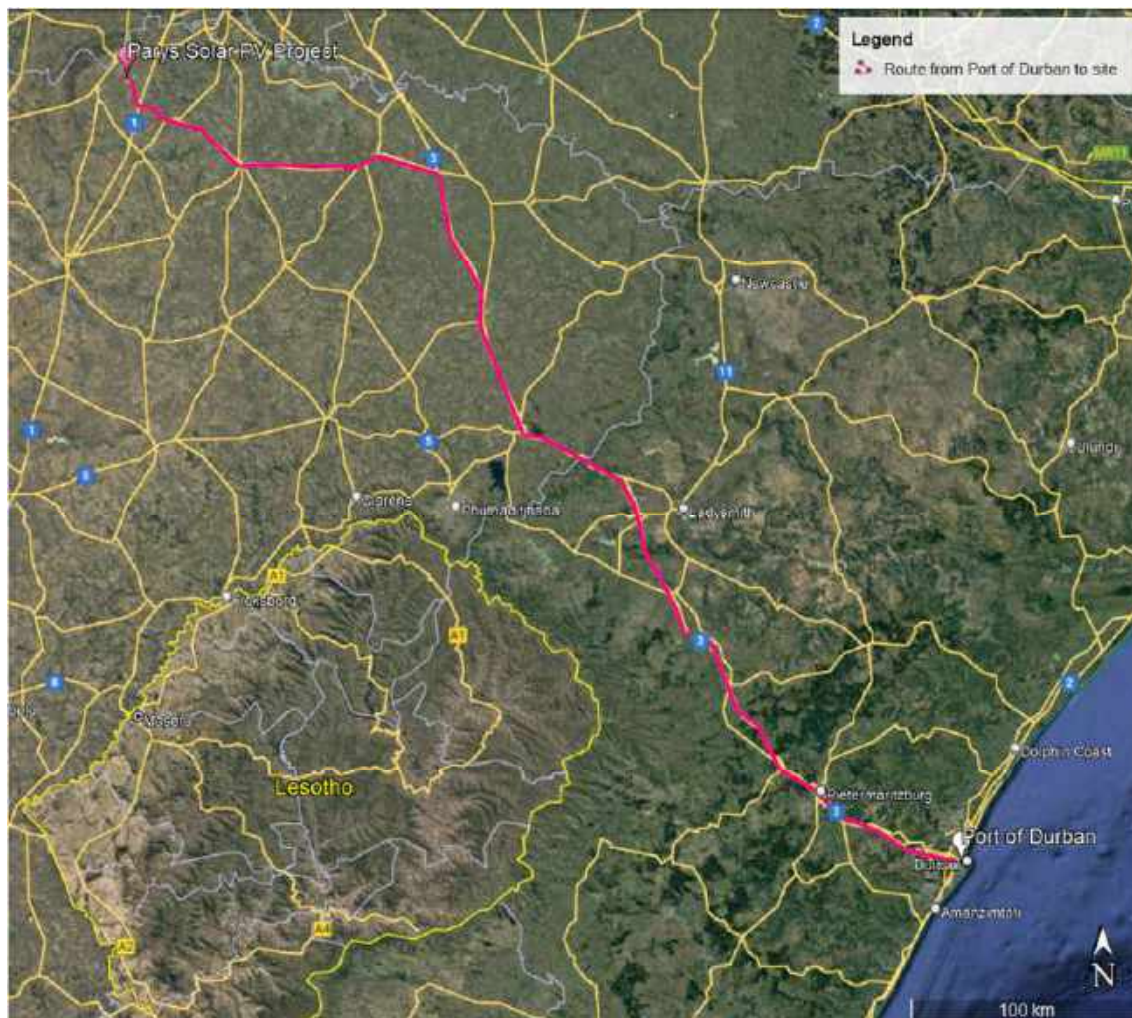


Figure 5-2: Route from Port of Durban to proposed project sites

5.2 Transportation requirements

It is anticipated that the following vehicles will access the site during construction:

Solar PV:

- Conventional trucks within the freight limitations to transport building material to the site;
- 40ft container trucks transporting solar modules, frames, and the inverter, which are within freight limitations;
- Flatbed trucks transporting the solar modules and frames, which are within the freight limitations;
- Light Differential Vehicle (LDV) type vehicles transporting workers from surrounding areas to site;
- Drilling machines and other required construction machinery being transported by conventional trucks or via self-drive to site; and
- The transformers will be transported as abnormal loads.

Grid/power Line:

- Conventional trucks within the freight limitations to transport building material to the site,
- Light vehicles and buses transporting workers from surrounding areas to site,
- Drilling machines and other required construction machinery being transported by conventional trucks or via self-drive to the site,
- The transformer transported in an abnormal load,
- Abnormal mobile crane for assembly on site, and
- Transmission tower sections transported by abnormal load.

5.3 Abnormal Load Considerations

Abnormal permits are required for vehicles exceeding the following permissible maximum dimensions on road freight transport in terms of the Road Traffic Act (Act No. 93 of 1996) and the National Road Traffic Regulations, 2000:

- Length: 22 m for an interlink, 18.5 m for truck and trailer and 13.5 m for a single unit truck
- Width: 2.6 m Height: 4.3m measured from the ground. Possible height of load – 2.7 m.
- Weight: Gross vehicle mass of 56t resulting in a payload of approximately 30t
- Axle unit limitations: 18t for dual and 24t for triple-axle units
- Axle load limitation: 7.7t on the front axle and 9t on the single or rear axles

Any dimension / mass outside the above will be classified as an Abnormal Load and will necessitate an application to the Department of Transport and Public Works for a permit that will give authorisation for the conveyance of said load. A permit is required for each Province that the haulage route traverses.

In addition to the above, the preferred routes for abnormal load travel should be surveyed prior to construction to identify any problem areas, e.g., intersections with limited turning radii and sections of the road with sharp horizontal curves or steep gradients, which may require modification. After the road modifications have been implemented, it is recommended to undertake a “dry-run” with the largest abnormal load vehicle, to ensure that the vehicle can travel without disruptions. It needs to be ensured that gravel sections (if any) of the haulage routes remain in good condition and will need to be maintained during the additional loading of the construction phase and reinstated after construction is completed.

There are bridges and culverts along the National and Provincial routes, which need to be confirmed for load bearing capacity and height clearances. However, there are alternative routes which can be investigated if the selected route or sections of the route should not be feasible.

Any low hanging overhead lines (lower than 5.1 m), e.g., Eskom and Telkom lines, along the proposed routes will have to be moved to accommodate the abnormal load vehicles.

5.4 Further Guideline Documentation

The Technical Recommendations for Highways (TRH) 11: “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads” outlines the rules and conditions that apply to the transport of abnormal loads and vehicles on public roads and the detailed procedures to be followed in applying for exemption permits are described and discussed. Legal axle load limits and the restrictions imposed on abnormally heavy loads are discussed in relation to the damaging effect on road pavements, bridges, and culverts.

The general conditions, limitations and escort requirements for abnormally dimensioned loads and vehicles are also discussed and reference is made to speed restrictions, power / mass ratio, mass distribution and general operating conditions for abnormal loads and vehicles. Provision is also made for the granting of permits for all other exemptions from the requirements of the Road Traffic Act and the relevant regulations.

5.5 Permitting – General Rules

In general, the limits recommended in TRH 11 are intended to serve as a guide to the Permit Issuing Authorities. It must be noted that each Administration has the right to refuse a permit application or to modify the conditions under which a permit is granted. It is understood that:

- a) A permit is issued at the sole discretion of the Issuing Authority. The permit may be refused because of the condition of the road, the culverts and bridges, the nature of other traffic on the road, abnormally heavy traffic during certain periods or for any other reason.
- b) A permit can be withdrawn if the vehicle upon inspection is found in any way not fit to be operated.
- c) During certain periods, such as school holidays or long weekends an embargo may be placed on the issuing of permits. Embargo lists are compiled annually and are obtainable from the Issuing Authorities.

5.6 Load Limitations

The maximum load that a road vehicle or combination of vehicles will be allowed to carry legally under permit on a public road is limited by:

- the capacity of the vehicles as rated by the manufacturer,
- the load which may be carried by the tyres,
- the damaging effect on pavements,
- the structural capacity on bridges and culverts,
- the power of the prime mover(s),
- the load imposed by the driving axles, and
- the load imposed by the steering axles.

5.7 Dimensional Limitations

A load of abnormal dimensions may cause an obstruction and danger to other traffic. For this reason, all loads must, as far as possible, conform to the legal dimensions. Permits will only be considered for indivisible loads, i.e., loads that cannot, without disproportionate effort, expense, or risk of damage, be divided into two or more loads for the purpose of transport on public roads. For each of the characteristics below there is a legally permissible limit and what is allowed under permit:

- Width,
- Height,
- Length,
- Front Overhang,
- Rear Overhang,
- Front Load Projection,
- Rear Load Projection,
- Wheelbase,
- Turning Radius, and
- Stability of Loaded Vehicles.

5.7.1 Route for Components manufactured within South Africa

In South Africa, more than half (52%) of the manufacturing industry's national workforce resides in three metros - Johannesburg, Cape Town, and eThekweni. It is therefore anticipated that elements, that can be manufactured within South Africa, will be transported to the site from the Cape Town, Johannesburg, or Pinetown/Durban areas. Components will be transported to site using appropriate National and Provincial routes. It is expected that the components will generally be transported to site with normal heavy load vehicles.

5.7.1.1 Route from Cape Town Area to Site – Locally sourced materials and equipment

Cape Town has a large manufacturing sector with twenty-six (26) industrial areas located throughout the metro. The proposed industrial hubs being considered to source the required materials and components is currently unknown. With quite an extensive and widespread industrial market, a specific route to the site cannot be considered at this point in time, but it is expected that a majority of the route length will be similar to the routes considered for the haulage of imported materials and equipment. No road limitations are envisaged along the route for normal load freight. The estimated route with a travel distance of around 1 290 kms via the N1 is shown in **Figure 5-3**.



Figure 5-3: Route from Cape Town area to proposed sites

5.7.1.2 Route from Johannesburg Area to Site – Locally sourced materials and equipment

If components from Johannesburg are considered, normal loads from Johannesburg to the proposed site can be transported via the route as shown in **Figure 5-4** below. No road limitations are envisaged along the route for normal load freight. The distance from the Johannesburg area to the site is approximately 120 kms via the N1. It is recommended not to send construction vehicles through Parys but via the N1 to avoid impact of construction vehicles on the community of Parys.

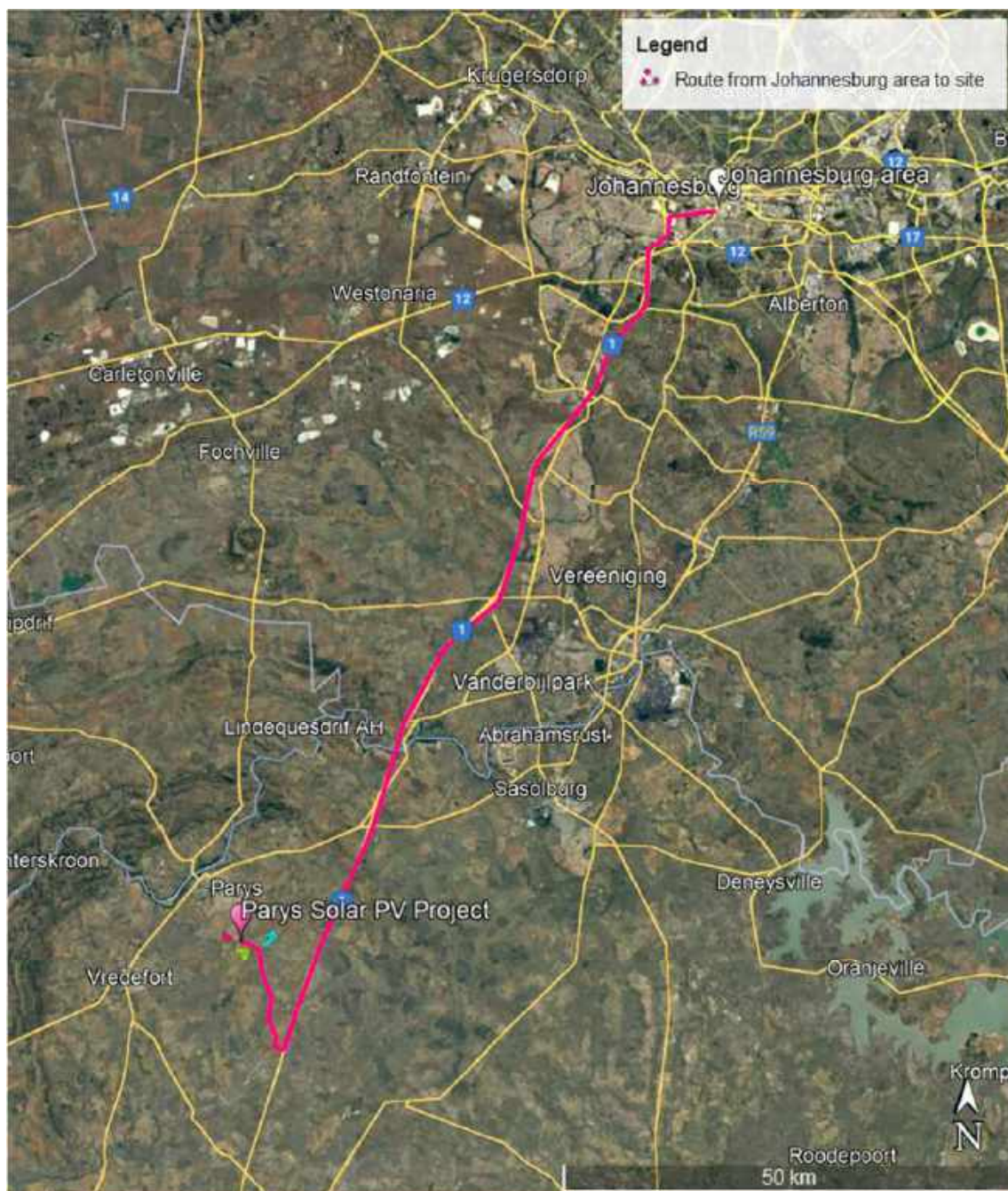


Figure 5-4: Route from Johannesburg area to proposed sites

5.7.1.3 Route from Pinetown / Durban to Site - Locally sourced materials and equipment

Normal loads can transport elements via two potential routes from Durban and Pinetown to the site. No road limitations are envisaged along the route for normal load freight. The shortest distance from Pinetown to the site is via the National Routes N3 with approximately 490 kms as shown in **Figure 5-5**.

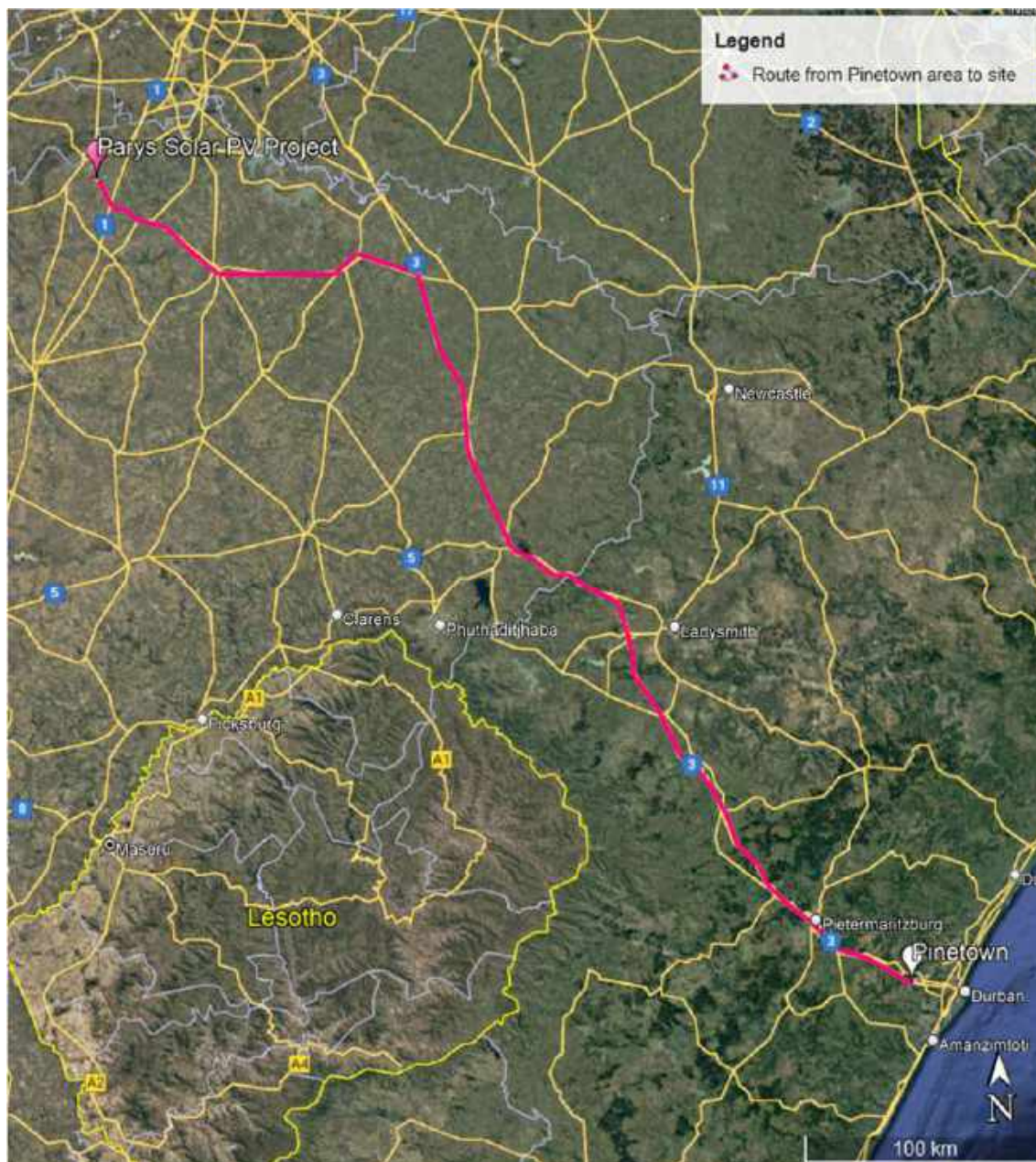


Figure 5-5: Route from Pinetown to the proposed sites

5.7.2 Surrounding road network

The construction vehicles for the proposed Parys Solar PV Facility are recommended to travel via the N1 and then R723 towards the project sites and access as described under 4.3.

It is recommended to try and avoid traveling through Parys but via the N1 instead, approaching the project sites from the east, to prevent negative impact of construction vehicles on the community of Parys. The exact routes will be determined by the appointed haulage company at the time of transport.

According to the road classification of the surrounding road network as per the *Road Infrastructure Strategic Framework for South Africa (RISFSA)* and *COTO's TRH26 South African Road Classification and Access Management Manual*, the N1 can be classified as **Class R1 Principal arterial**, which typically carries countrywide traffic between:

- Rural principal arterials carry countrywide traffic between:
- Metropolitan areas and large cities (population typically greater than about 500 000);
- Large border posts;
- Other Class 1 Arterials; and
- Smaller centres than the above when travel distances are very long (i.e., longer than 500 km).

The R723, from which the project sites will gain access, can be classified as a **Class R3 Minor arterial**, which typically carries inter-district traffic between:

- Small towns, villages and larger rural settlements (population typically less than about 25 000);
- Smaller commercial areas and transport nodes of local importance that generate relatively high volumes of freight and other traffic in the district (public transport and freight terminals, railway sidings, small seaports and landing strips);
- Very small or minor border posts;
- Tourist destinations;
- Other Class 1, 2 and 3 routes.
- Smaller centres than the above when travel distances are relatively long (longer than 50 to 100 km).

6 ISSUES, RISKS AND IMPACTS

6.1 Identification of Potential Impacts/Risks

The potential impact on the surrounding environment is expected to be generated by the development traffic, of which traffic congestion and associated noise, dust, and exhaust pollution form part. It must be noted that the significance of the impact is expected to be higher during the construction and decommissioning phases because these phases generate the highest development traffic.

6.2 Construction phase

This phase includes the transportation of people, construction materials and equipment to the site. This phase also includes the construction of the solar power facility and associated infrastructure, including grid connections, construction of footings, roads, excavations, trenching, and ancillary construction works. This phase will temporarily generate the most development traffic.

6.2.1 Nature of impact

The nature of the impact expected to be generated at this phase would be traffic congestion and delays on the surrounding road network as well as the associated noise, dust, and exhaust pollution due to the increase in traffic.

6.2.2 Significance of impact without mitigation measures

Traffic generated by the construction of the solar facility will have a notable impact on the surrounding road network. The exact number of trips generated during construction can only be determined later in the project when the contractor and the haulage company are appointed and once more detail is available regarding the staff requirements and where equipment is sourced from. In the interim, an estimate will be made as follows for the purpose of this report.

6.2.3 Estimated peak hour traffic for the solar panel components

From experience with renewable energy projects of a similar nature, the number of heavy vehicles per 7MW installation is estimated to range between 200 and 300 trips depending on the site conditions and requirements. For 200 MW, the trips can therefore be estimated to be between 5 714 and 8 571 heavy vehicle trips. It is assumed that the construction period will be around 24-months for all three sites. Choosing the worst-case scenario of 8 571 construction vehicles trips over the 24-month period, travelling on an average of 22 working days per month, **the resulting daily number of vehicle trips for the solar panel components is 17**. Considering that the number of vehicle trips during peak hour traffic can roughly be estimated to be around 20-40% of the average daily traffic, the resulting peak hour vehicle trips for the construction phase are between 4 and 7 trips.

If the panels are imported instead of manufactured within South Africa, the respective shipping company will be able to indicate how the panels can be packed (for example using 2 MW packages and 40 ft containers). These can then be stored at the port and repacked onto flatbed trucks.

6.2.4 Estimated staff trips

From experience with similar projects, a maximum of 300 workers is estimated to be active on-site during construction and **the resulting daily staff trips are then estimated to be 66** (shown in **Table 6-1**).

Table 6-1: Estimation of daily staff trips

Vehicle Type	Number of vehicles	Max. Number of Employees
Car	10	10 (assuming 1 occupant)
Bakkie	20	30 (assuming 1.5 occupants)
Taxi – 15 seats	12	180
Bus – 80 seats	1	80
Total	43	300

6.2.5 Estimated material trips

The exact number of vehicle trips for the transportation of materials during the construction phase depends on the type of vehicles, planning of the construction, source/location of construction material, etc. However, for the purpose of this study, it was estimated that at the peak of construction, **approximately 100 construction vehicle trips will access the site per day.**

The total estimated daily site trips, at the peak of construction, are shown in **Table 6-2** below.

Table 6-2: Estimation of daily site trips

Activity	Number of daily trips
Solar panel component delivery	17
Staff transport	43
Material delivery	100
Total	160

The impact on the surrounding road network and the general traffic is deemed nominal, with mitigation, as the 160 trips will be distributed over a 9-hour workday. The majority of the trips is expected to occur outside the peak hours.

It must also be noted that vehicle trips from material delivery vary depending on the construction task/program, fuel supply arrangements, as well as distance from the material source to the site. Project planning can be used to reduce material delivery during peak hours.

The development traffic impact during the construction phase can be assessed as manageable, considering that the construction phase is temporary in nature and mitigation measures, mentioned in this report, are adhered to and keep the impact level low.

6.3 Operational Phase

This phase includes the operation and maintenance of the Parys Solar PV Facility throughout its life span.

6.3.1 Nature of impact:

The nature of the impact expected to be generated at this phase would be traffic and the associated noise, dust and exhaust pollution due to the operational traffic trips.

6.3.2 Estimated peak hour traffic generated during operation

The exact number of permanent staff expected for the operational phase is still unknown. Based on similar studies, it can be estimated that approximately 50 full-time employees will be stationed on site. Assuming a worst-case scenario of 40% of the trips occurring during peak traffic periods, approximately 20 peak hour trips are estimated for the operational phase, which will have a nominal impact on the external road network.

It is assumed that the solar modules would need to be cleaned twice a year. No further information on which cleaning method and technology will be used is available at this point in time. The following assumptions have been made to estimate the resulting trips generated from transporting water to the site:

- 5 000-liter water bowsers to be used for transporting the water;
- Approximately 5 litres of water needed per panel;
- Assuming that a maximum of 500 000 panels are used, this would amount to approximately 500 vehicle trips; and
- Solar modules will be cleaned twice a year.

To limit any traffic impact on the surrounding road network, it is recommended to schedule these trips outside of peak traffic periods and to clean the solar modules over the course of a few days i.e., spread the trips over a 5-day work week, which would reduce the daily trips to 100.

The provision of rainwater tanks on site or borehole water would decrease the number of trips.

6.3.3 Proposed general mitigation measures

The following are general mitigation measures to reduce the impact that the additional traffic will have on the road network and the environment:

- The delivery of components to the site can be staggered and trips can be scheduled to occur outside of peak traffic periods.
- Dust suppression of gravel roads located within the site boundary, including the main access road to the site and the site access roads, during the construction phase, if required.
- Regular maintenance of gravel roads located within the site boundary, including the access roads to the site, by the Contractor during the construction phase and by the Owner/Facility Manager during the operational phase, if required.
- The use of mobile batch plants and quarries near the site would decrease the traffic impact on the surrounding road network, if available and feasible.
- Staff and general trips should occur outside of peak traffic periods as far as possible.
- The Contractor is to ensure that all drivers entering the site adhere to the traffic laws.
- Vehicular movements within the site boundary are the responsibility of the respective Contractor and the Contractor must ensure that all construction road traffic signs and road markings (where applicable) are in place. It should be noted that traffic violations on public roads is the responsibility of Law Enforcement, and the public should report all transgressions to Law Enforcement and the Contractor.
- If required, low hanging overhead lines (lower than 5.1m) e.g., Eskom and Telkom lines, along the proposed routes will have to be moved (to be arranged by haulage company) to

accommodate the abnormal load vehicles. The Contractor and the Developer is to ensure that the haulage company is aware of this requirement.

- The haulage company is to provide evidence to the Contractor and the Developer that any affected overhead lines have been moved or raised.
- The preferred route should be surveyed to identify problem areas (e.g., intersections with limited turning radii and sections of the road with sharp horizontal curves or steep gradients, which may require modification). After the road modifications have been implemented, it is recommended to undertake a “dry-run” with the largest abnormal load vehicle, prior to the transportation of any components, to ensure that delivery will occur without disruptions. This process is to be undertaken by the haulage company transporting the components and the contractor, who will modify the road and intersections to accommodate abnormal vehicles. The “dry-run” should be undertaken within the same month that components are expected to arrive. The haulage company is to provide evidence that the route has been surveyed and deemed acceptable for the transportation of the abnormal load.
- The Contractor needs to ensure that the gravel sections of the haulage routes (i.e., the site access road and the main access road to the site) remain in good condition and will need to be maintained during the additional loading of the construction phase and reinstated after construction is completed.
- Design and maintenance of internal roads. The internal gravel roads will require grading with a grader to obtain a camber of between 3% and 4% (to facilitate drainage) and regular maintenance blading will also be required. The geometric design of these gravel roads needs to be confirmed at detailed design stage. This process is to be undertaken by a civil engineering consultant or a geometric design professional.

6.3.4 Significance of impact with mitigation measures

It should be noted that the construction phase is temporary and short term in nature and the associated impacts can be mitigated to an acceptable level.

The proposed mitigation measures for the construction traffic will result in a reduction of the impact on the surrounding road network and the impact on the local traffic will be low as the existing traffic volumes are deemed to be low. Dust suppression will result in significantly reducing the impact.

6.3.5 Decommissioning phase

This phase will have similar impacts and generated trips as the Construction Phase.

6.3.6 Cumulative Impacts

To assess a cumulative impact, it is generally assumed that all currently approved and authorized projects within a 30 km radius would be constructed at the same time (see **Figure 6-1**).

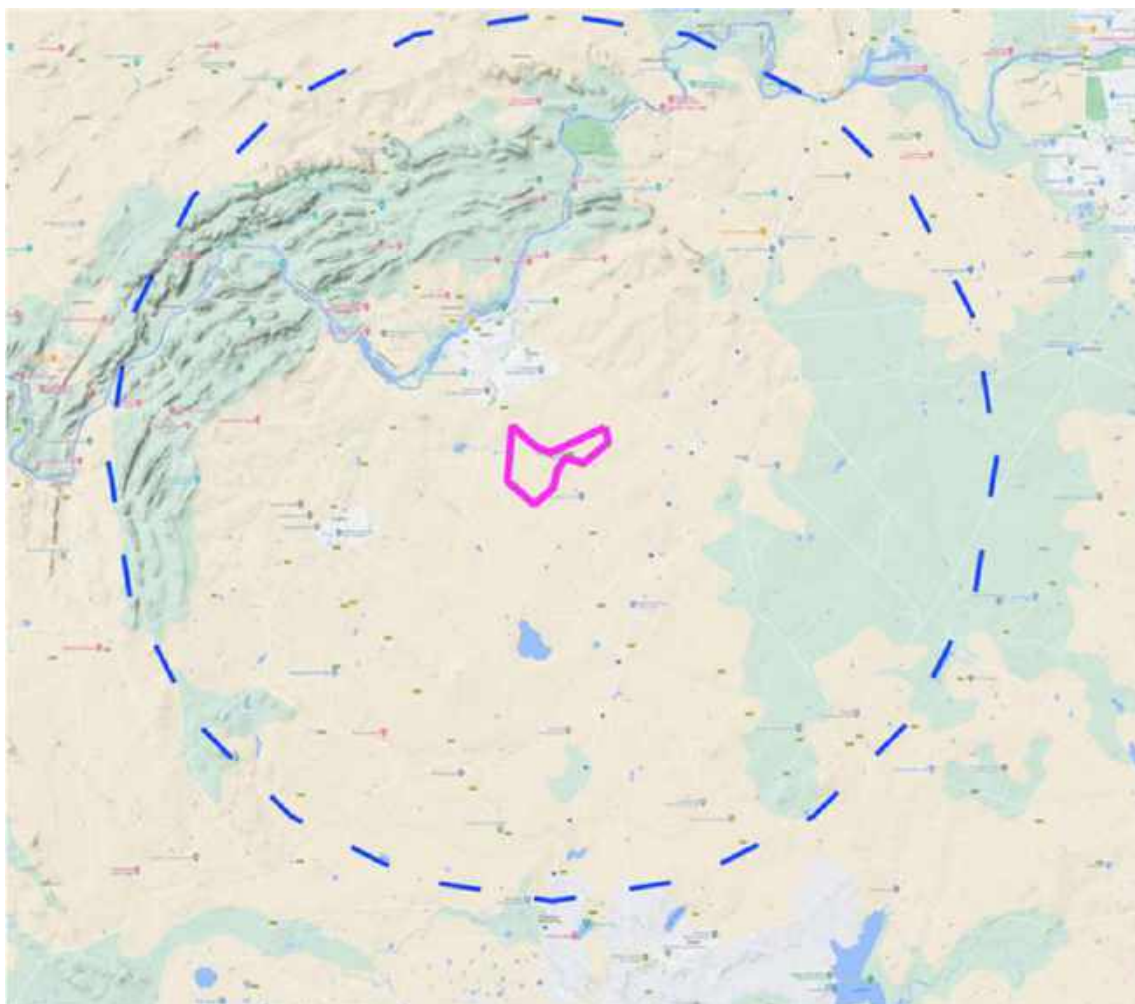


Figure 6-1: Geographic area showing 30 km radius around the proposed Parys Solar PV Project

This is a precautionary approach as in reality, these projects would be subject to a highly competitive bidding process and not all the projects may be selected to enter into a Power Purchase Agreement. Even if all the facilities are constructed and/or decommissioned at the same time, the roads authority will consider all applications for abnormal loads and work with all project companies to ensure that loads on the public roads are staggered and staged to ensure that the impact will be acceptable.

The construction and decommissioning phases of a renewable energy project are the only significant traffic generators. The duration of these phases is short term, i.e., the potential impact of the traffic generated during the construction and decommissioning phases on the surrounding road network is temporary and solar projects, when operational, do not add any significant traffic to the road network. At the time of preparing this study, no further projects were planned or approved within the 30 km radius.

7 IMPACT ASSESSMENT

7.1 Potential Impact during the Construction Phase

The construction phase will generate traffic including transportation of people, construction materials, water, and equipment (abnormal trucks transporting the transformers). The exact number of trips generated will be determined at a later stage. Based on the high-level screening of impacts, a negative low impact rating can be expected during the construction phase with mitigation measures.

Nature of the impact

- Temporary increase in traffic, noise and dust pollution associated with potential traffic.

The impact methodology as attached in **Annexure C** and provided by the Environmental consulting company has been used to determine the rating.

7.2 Potential Impact (Operational Phase)

Nature of the impact

- Noise and dust pollution associated potential traffic.

The traffic generated during this phase will have a nominal impact on the surrounding road network. The impact evaluation is shown in **Table 7-2**. The following items still need to be clarified:

- The number of permanent employees;
- Water source to be clarified – borehole or transported to site; and
- Size of water tankers if water is to be delivered on site.

7.3 Potential Impacts during the Decommissioning Phase

This phase will have a similar impact as the construction phase (i.e., traffic congestion, air pollution and noise pollution) as similar trips/movements and associated noise and pollution are expected (see **Table 7-2**).

7.4 Cumulative Impacts during the Construction Phase

For the cumulative impact during the construction phase, the planned and approved projects in a 30km radius around the project site(s) need to be considered. However, no further projects were identified at the time of preparing this report.

7.5 Impact Assessment Summary

The overall impact significance findings, following the implementation of the proposed mitigation measures, are shown in **Table 7-1** below.

Table 7-1: Summary of overall Impact Significance

Parys Solar PV Facility	Overall Impact Rating
Construction (Pre-mitigation measures)	Negative Medium
Operational (Pre-mitigation measures)	Negative Low
Construction (Post-mitigation measures)	Negative Low
Operational (Post-mitigation measures)	Negative Low



Table 7-2: Impact Table – Construction Phase / Decommissioning Phase

Relevant Alternatives & Activities	All physical infrastructure that forms part of the Project					
Project life-cycle	Construction & Decommissioning Phases					
Potential Aspects & Impacts	Proposed Management Objectives / Mitigation Measures					
Increase in development trips for the duration of the construction Phase Associated noise, dust and exhaust pollution	<ul style="list-style-type: none"> ▪ Stagger component delivery to site. ▪ Reduce the construction period where possible. ▪ Stagger the construction Phase. ▪ The use of mobile batch plants and quarries in close proximity to the site would decrease the impact on the surrounding road network ▪ Staff and general trips should occur outside of peak traffic periods as much as possible. ▪ Maintenance of haulage routes. ▪ Design and maintenance of internal roads. • Provide two access points to the site to split construction vehicle trips and reduce the risk of congestion. 					
	+/- Impacts	Extent	Magnitude	Duration	Probability	Significance
Before Mitigation	-	regional	medium	Short term	almost certain	2
After Mitigation	-	regional	low	Short term	almost certain	1

Table 7-3: Impact Table – Operational Phase

Relevant Alternatives & Activities	All physical infrastructure that forms part of the Project					
Project life-cycle	Operational Phase					
Potential Aspects & Impacts	Proposed Management Objectives / Mitigation Measures					
Slight increase in trips due to permanent staff on site. Increase in trips around twice a year for transport of water to site for the cleaning of solar panels (water source to be clarified – borehole or transported to site / size of water tankers if water is to be delivered on site).	<ul style="list-style-type: none"> ▪ Source on-site water supply if possible. ▪ Utilise cleaning systems for the panels needing less vehicle trips. ▪ Schedule trips for the provision of water for the cleaning of panels outside peak traffic times as much as possible. 					
	+/- Impacts	Extent	Magnitude	Duration	Probability	Significance
Before Mitigation	-	local	low	Short term	almost certain	1
After Mitigation	-	local	low	Short term	almost certain	1

8 NO-GO ALTERNATIVE

The no-go alternative implies that the proposed Parys Solar PV Facility as well as the associated infrastructure do not proceed. This would mean that there will be no negative environmental impacts and no traffic impact on the surrounding network during the construction and decommissioning phases. However, this would also mean that there would be no socio-economic benefits to the surrounding communities, and it will not assist government in meeting its targets for renewable energy. Hence, the no-go alternative is not a preferred alternative.

9 CONCLUSION AND RECOMMENDATIONS

The potential traffic and transport related impacts for the construction, operation and decommissioning phases of the proposed Parys Solar PV Project were identified and assessed.

- The main impact on the external road network will be during the construction phase. This phase is temporary in comparison to the operational period. The number of abnormal loads vehicles was estimated and to be found to be able to be accommodated by the road network.
- During operation, it is expected that maintenance and security staff will periodically visit the facility and water be transported to site possibly twice a year for the cleaning of panels. The generated trips can be accommodated by the external road network and the impacts are rated **negative low pre-mitigation and post-mitigation**.
- The traffic generated during the construction phase, although significant, will be temporary and impacts are considered to be of **negative low impact after mitigation**.
- The traffic generated during the decommissioning phase will be similar to or even less than the construction phase traffic and the impact on the surrounding road network will also be considered to be of **negative low impact after mitigation**.
- For the cumulative impact, all listed developments in a radius of 30 km from the site are considered. However, no projects within this radius around the Parys Solar PV Project were planned or approved at the time of conducting this study.

The potential mitigation measures mentioned in the construction and decommissioning phases are:

- Dust suppression of internal gravel roads and the access roads.
- Component delivery to/ removal from the site can be staggered and trips can be scheduled to occur outside of peak traffic periods.
- The use of mobile batching plants and quarries near the site would decrease the impact on the surrounding road network, if available and feasible.
- Staff and general trips should occur outside of peak traffic periods.
- A “dry run” of the preferred route. Should the haulage company be familiar with the route, evidence is to be provided to the Client and the Contractor.
- Design and maintenance of the internal gravel roads and maintenance of the access roads.
- If required, any low hanging overhead lines (lower than 5.1m) e.g., Eskom and Telkom lines, along the proposed routes will have to be moved (to be arranged by haulage company) or raised to accommodate the abnormal load vehicles.

The construction and decommissioning phases of a solar power facility are the only significant traffic generators and therefore noise and dust pollution will be higher during these phases. The duration of

these phases is of temporary nature, i.e., the impact of the solar power facility on the external traffic on the surrounding road network is temporary and solar facilities, when operational, do not add any significant traffic to the road network.

The proposed development project is supported from a transport engineering perspective.

10 REFERENCES

- Road Traffic Act, 1996 (Act No. 93 of 1996)
- National Road Traffic Regulations, 2000
- SANS 10280/NRS 041-1:2008 - Overhead Power Lines for Conditions Prevailing in South Africa
- Transnetportterminals.net. n.d. *Transnet Port Terminals*. [online] Available at: <<https://www.transnetportterminals.net/Ports/Pages/default.aspx>>
- The Technical Recommendations for Highways (TRH 11): “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads



Annexure A: Specialist Expertise

SUMMARY OF EXPERIENCE

Iris is a Professional Engineer registered with ECSA (20110156) and obtained her Master of Science degree in Civil Engineering in Germany in 2003. She has more than 20 years of experience in a wide field of traffic and transport engineering projects.

Iris left Germany in 2003 and has gained work experience as a traffic and transport engineer in South Africa and Germany. She has technical and professional skills in traffic impact studies, public transport planning, non- motorised transport planning and design, design and development of transport systems, project planning and implementation for residential, commercial, and industrial projects.

Her passions are the renewable energies and road safety, and she is highly experienced in providing traffic and transport engineering advice.

Iris is registered with the International Road Federation as a Global Road Safety Audit Team Leader and is a regular speaker at conferences, seminars and similar.

PROFESSIONAL REGISTRATIONS & INSTITUTE MEMBERSHIPS

PrEng	Registered with the Engineering Council of South Africa No. 20110156 Registered Mentor with ECSA
MSAICE	Member of the South African Institution of Civil Engineers
ITSSA	Member of ITS SA (Intelligent Transport Systems South Africa)
SAWEA	Member of the South African Wind Energy Association
SARF	South African Road Federation: Committee Member of Council
SARF WR	South African Road Federation Western Region – Chair
SARF RSC	South African Road Federation National Road Safety Committee
IRF	Registered as International Road Safety Audit Team Leader



EDUCATION

1996 – Matric (Abitur)	Carl Friedrich Gauss Schule, Hemmingen, Germany
1998 - Diploma (Draughtsperson)	Lower Saxonian State Office for Road Engineering
2002 – BSc Eng (Civil)	Leibniz Technical University of Hannover, Germany
2003 - MSc Eng (Civil & Transpt)	Leibniz Technical University of Hanover, Germany

Master Thesis on the Investigation of the allocation of access rights to the European rail network infrastructure - Research of the feasibility of the different bidding processes to allocate access rights of railway operators in the European railway market. Client: Technical University of Berlin and German Railway Company.

SUMMARY OF EXPERIENCE

iWink Consulting (Pty) Ltd – Independent Consultant

2022 – present

Position: Independent Consultant – working as an independent Specialist in the field of Traffic & Transport Engineering, Renewable Energies and Road Safety.

JG Afrika (Pty) Ltd (Previously Jeffares & Green (Pty) Ltd)

2016 – 2022

Position: Associate / Division Head: Traffic & Transport Engineering

Jeffares & Green (Pty) Ltd

2012 – 2016

Position: Senior Traffic & Transport Engineer

Arup (Pty) Ltd

2010 - 2012

Position – Senior Traffic & Transport Engineer

Arup (Pty) Ltd

2004 - 2010

Position – Traffic & Transport Engineer

Schmidt Ingenieurbüro, Hannover, Germany

2000

Position – Engineering Assistant



Leibniz University of Hannover, Germany

2000 - 2003

Position – Engineering Researcher - Institute for Road & Railway Engineering

SELECTION OF PROJECTS

Please note: The below lists show only a *selection* of projects that Iris has been involved in over the last 20 years. More information and a complete Schedule of Experience can be made available on request.

RENEWABLE ENERGY PROJECTS

Transport Impact Assessments /Traffic Management Plans for:

- Mayogi Solar PV Project
 - AGV Red Sands Solar Project
 - Cradock – Kaladokhwe WEFs
 - Britstown WEFs
 - Highveld Solar Cluster
 - Dealsville & Bloemfontein Solar PV
 - Great Karroo Wind and Solar Cluster
 - Ummbila Emoyeni Solar Project
 - Poortjie Wind&Solar
 - Hydra B Solar Cluster
 - Choje Windfarm, Eastern Cape
 - Richards Bay Gas to Power Project
 - Oya Black Mountain Solar Project
 - De Aar Solar Project
 - Euronotus Wind & Solar Cluster
 - Pienaarspoort Wind Energy Project
 - Karreebosch Wind Energy Project
 - Dyasonsklip Solar Project
 - Kuruman Windfarm
 - Bloemsmond Solar Farms
 - Hendrina Wind Energy Project
 - Orkney Solar Project
 - Bulskop Solar Project
 - Hyperion Solar & Thermal Project
 - Gromis & Komas Wind Energy Projects
 - Kudusberg & Rondekop Wind Energy Projects
 - Bayview Windfarm
 - Coega West Windfarm
 - Suikerbekkie Solar Project
 - Poortjie Solar Project
-



- Northam Solar Project
- Sibanye Solar Project
- Du Plessis Dam Solar Project
- Mercury Solar Project
- Aberdeen Wind Energy Project
- Saldanha Wind and Solar Projects
- Ummbila Emoyeni Wind Energy Project
- Springhaas Solar Project

Clients:

- G7 Energies
- ABO Wind Renewable Energies
- Atlantic Renewable Energy Partners
- Mulilo
- Genesis
- Acciona
- Enel
- Engie
- DNV GL
- Enertrag
- Scatec Solar
- Red Rocket Energies
- Windlab
- Mainstream
- Africoast

FURTHER PROJECTS

Traffic Impact Studies & Site Development Plan Input:

- Nooiensfontein Housing Development, City of Cape Town
- Belhar Housing Development, City of Cape Town
- Baredale Phase 7, City of Cape Town
- Beau Constantia Wine Farm
- Constantia Glen Wine Farm
- Eagles Nest Wine Farm
- Groenvallei Parking Audit, City of Cape Town
- Kosovo Housing Development, Western Cape Government
- Enkanini Housing Development, Stellenbosch
- Delft Housing Development, City of Cape Town
- Secunda Sasol, Free State
- Marula Platinum Mine
- InnerCity Transport Plan, City of Cape Town
- Stellenbosch Road Master Plan
- Nyanga Public Transport Interchange



- Crawford Campus Cape Town
- Durban RoRo Car Terminal, Transnet
- Durban Farewell Container Site
- Msunduzi Waterfront Housing Development
- Transnet Park Site – Traffic Management and Evacuation Plans
- UWC Bellville Medical Campus
- Bloekombos District Hospital
- Malabar Extension 3, Port Elizabeth

Traffic Engineering for Roads Projects:

- Ekurhuleni Bus Stops and Intersection Safety Assessments
- Namibia Noordoewer to Rosh Pina, Road Agency Namibia
- N2 Section 19 Mthatha – NMT Studies
- R63 Alice to Fort Beaufort – NMT, Road Link and Intersection Studies
- N2 Kangela to Pongola Upgrade
- Cofimvaba Eastern Cape – NMT, Road and Intersection Upgrades
- Stellenbosch R44 Traffic Signals
- Secunda Traffic Signals
- Fezile Dabi District Gravel Roads Upgrade, Free State Province
- Zambia RD Rehabilitation Project
- R61 Eastern Cape – NMT Studies, SANRAL

CONTINUED PROFESSIONAL DEVELOPMENT (CPD)

*Last five years*full CPD list available*

2023 – International Traffic Safety Conference, Doha – Speaker

2022 – 7th Regional Conference for Africa & PIARC International Seminar on Rural Roads and Road Safety - Speaker

2022 – Non-motorised Transport Seminar (SARF) – Co-Organizer / Speaker

2021 – SARF KZN Road Safety Considerations (SARF) – Guest Speaker

2021 – Road Safety Audit Course (IRF) – Guest Speaker

2021 – Legal Obligations / Road Safety Act (SARF) – Presenter

2020 – Understanding Road Accidents (SARF)

2020 – Road Safety Auditor Course (SARF) – Co-Lecturer

2018 – African Road Conference (IRF/SARF/PIARC)

2018 – Road Safety in Engineering (SARF) – Presenter

2016 - SATC Road Safety Audit Workshop Pretoria (SARF)

2015 - Non-motorised Transport Planning (SARF)



Annexure B: Specialist Statement of Independence

I, Iris Sigrid Wink, declare that –

- I act as the independent specialist in this application;
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- I declare that there are no circumstances that may compromise my objectivity in performing such work;
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations, and all other applicable legislation;
- I have no, and will not engage in, conflicting interests in the undertaking of the activity;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan, or document to be prepared by myself for submission to the competent authority;
- all the particulars furnished by me in this form are true and correct; and
- I realise that a false declaration is an offence in terms of regulation 48 and is punishable in terms of section 24F of the Act.

Signature of the Specialist: _____

A handwritten signature in black ink, appearing to read 'Iris Wink', written over a horizontal line.

Name of Company: iWink Consulting (Pty) Ltd

Date: 06-04-2023



Appendix Annexure C: Impact Assessment Methodology

A. Impact Assessment Methodology

Impacts are to be managed by assigning suitable mitigation measures. The objectives of mitigation are to:

- ❖ Find more environmentally sound ways of executing an activity;
- ❖ Enhance the environmental benefits of a proposed activity;
- ❖ Avoid, minimise or remedy negative impacts; and
- ❖ Ensure that residual negative impacts are within acceptable levels.

Mitigation should strive to abide by the following hierarchy (1) prevent; (2) reduce; (3) rehabilitate; and/or (4) compensate for the environmental impacts.

In order to establish best management practices and prescribe mitigation measures, the following project-related information needs to be adequately understood:

- **Activities** associated with the proposed project;
- **Environmental aspects** associated with the project activities;
- **Environmental impacts** resulting from the environmental aspects; and
- The nature of the surrounding **receiving environment**.

The impacts and the proposed management thereof are first discussed on a qualitative level and thereafter quantitatively assessed by evaluating the nature, extent, magnitude, duration, probability and ultimately the significance of the impacts (refer to methodology provided in **Table 1** below). Where applicable, the impact assessments and significance ratings provided by the respective specialists are included.

The assessment considers impacts before and after mitigation, where in the latter instance the residual impact following the application of the mitigation measures is evaluated.

Table F1: Quantitative Impact Assessment Methodology

<u>Nature</u>	<p>The project could have the following impacts to the environment:</p> <ul style="list-style-type: none"> • Positive; • Negative; or • Neutral.
<u>Extent</u>	<ul style="list-style-type: none"> • Local - extend to the site and its immediate surroundings. • Regional - impact on the region but within the province. • National - impact on an interprovincial scale. • International - impact outside of South Africa.
<u>Magnitude</u>	<p>Degree to which impact may cause irreplaceable loss of resources.</p> <ul style="list-style-type: none"> • Low - natural and social functions and processes are not affected or minimally affected. • Medium - affected environment is notably altered; natural and social functions and processes continue albeit in a modified way. • High - natural or social functions or processes could be substantially affected or altered to the extent that they could temporarily or permanently cease.
<u>Duration</u>	<ul style="list-style-type: none"> • Short term - 0-5 years. • Medium term - 5-11 years. • Long term - impact ceases after the operational life cycle of the activity either because of natural processes or by human intervention. • Permanent - mitigation either by natural process or by human intervention will not occur in such a way or in such a time span that the impact can be considered transient.
<u>Probability</u>	<ul style="list-style-type: none"> • Almost certain - the event is expected to occur in most circumstances. • Likely - the event will probably occur in most circumstances. • Moderate - the event should occur at some time. • Unlikely - the event could occur at some time. • Rare/Remote - the event may occur only in exceptional circumstances.

Significance

Provides an overall impression of an impact's importance, and the degree to which it can be mitigated. The range for significance ratings is as follows-

- 0 - Impact will not affect the environment. No mitigation necessary.
- 1 - No impact after mitigation.
- 2 - Residual impact after mitigation / some loss of populations and habitats of non-threatened species.
- 3 - Impact cannot be mitigated / exceeds legal or regulatory standard / increases level of risk to public health / extinction of biological species, loss of genetic diversity, rare or endangered species, and critical habitat.

B. Impact Assessment

(1) Land Use & Land Cover

Relevant Alternatives & Activities	All physical infrastructure that forms part of the Project					
Project life-cycle	Construction & Operational phases					
Potential Aspects & Impacts	Proposed Management Objectives / Mitigation Measures					
Land acquisition and servitude restrictions.	<ul style="list-style-type: none"> • Land acquisition process to abide by the prevailing legislation. • Servitude restrictions to be explained to the affected landowners. • Inspect the permanent servitude to identify encroachments. 					
	+/- Impacts	Extent	Magnitude	Duration	Probability	Significance
Before Mitigation	-	local	high	permanent	almost certain	2
After Mitigation	-	local	low	permanent	almost certain	1